

SR 520 Bridge Replacement and HOV Project



Washington State
Department of Transportation

Fact Sheet

Winter 2006

SR 520: Cost and Funding

SR 520 is a critical highway for the Puget Sound region. It is one of the major east – west corridors connecting Seattle and the Eastside, and moves more than 115,000 vehicles across Lake Washington each day. The floating bridge is the vital centerpiece of SR 520, connecting business and residential centers on either side of Lake Washington that help to keep the regional economy thriving. However, the SR 520 bridges are vulnerable to both earthquakes and windstorms and have become a safety concern. The bridges are aging and must be replaced to ensure the safety, reliability, mobility, and economic viability of the SR 520 corridor.

What alternatives is WSDOT considering for the replacement?

WSDOT is currently evaluating two build alternatives for replacing the bridge – a 4-Lane Alternative and a 6-Lane Alternative. The 4-Lane Alternative includes two general-purpose lanes in each direction, and the 6-Lane Alternative includes two general-purpose lanes plus one HOV lane in each direction. Both alternatives would rebuild the SR 520 bridges to

current design requirements, which significantly reduces the risk of bridge failure from earthquakes and major storms, increasing the safety and reliability of the roadway. Additional details can be found on the project Web site.

6-Lane Alternative Design Options

In addition to the two alternatives, WSDOT is evaluating several design options for the 6-Lane Alternative. If the 6-Lane Alternative is selected, some combination of these options could be added to it and would either increase or decrease the total cost of the project, as shown on the back page. Compatibility of the options will be a factor in determining the selection of a preferred alternative plan (see compatibility table). Details about each option can be found on the project Web site.

How much will the project cost?

4-Lane Alternative

\$1.7 – 2.0 billion

6-Lane Alternative

\$2.3 – 2.8 billion (excludes design options costs)

Design Options Compatibility

A ● on the chart below indicates options are compatible with each other.

	No Montlake Freeway Transit Stop*	Pacific Street Interchange	Second Montlake Bascule Bridge	S. Kirkland Park & Ride Transit Access (108th Ave. or Bellevue Way)	No Evergreen Point Freeway Transit Stop	Bicycle/Pedestrian Path to the North
No Montlake Freeway Transit Stop*				●	●	●
Pacific Street Interchange				●	●	●
Second Montlake Bascule Bridge				●	●	●
S. Kirkland Park & Ride Transit Access (108th Ave. or Bellevue Way)					●	●
No Evergreen Point Freeway Transit Stop	●	●	●	●		●
Bicycle/Pedestrian Path to the North	●	●	●	●	●	

*Removing the Montlake Freeway Station Stop is an assumed component of the Pacific Street Interchange and Second Montlake Bascule Bridge option.

How much would the 6-Lane Alternative design options cost?

Option (added or subtracted from the base 6-Lane Alternative estimate)	Amount
No Montlake Freeway Transit Stop	Reduce by \$16-20 million
Second Montlake Bascule Bridge*	Increase by \$60-75 million
Pacific Street Interchange*	Increase by \$195-255 million
South Kirkland Park & Ride Transit Access	Increase by \$45-60 million
No Evergreen Point Freeway Transit Stop	Reduce by \$30-35 million
Bicycle/Pedestrian Path to the North	Reduce by up to \$4 million

* The reduction of \$16 – 20 million from the No Montlake Freeway Transit Stop option is included in the net cost estimate.

How are project costs estimated?

WSDOT scrutinizes its projects through its Cost Estimate Validation Process (CEVP®), a comprehensive cost and risk analysis conducted annually. As part of CEVP®, the project team forecasts expenditures over the entire project, from design to end of construction. All estimates assume full funding and construction starting in 2009 – 2010. WSDOT created these estimates assuming that the year of expenditure (YOE) is 2013, which is the approximate midpoint of construction. Inflation costs are included in the estimates.

Current costs for the SR 520 alternatives and options are based on the most recent CEVP® conducted in the summer of 2005, which assumed full funding was available to keep the project moving. If necessary funding is not available, inflation could increase the cost by approximately \$100 million annually.

What are potential funding sources?

WSDOT recently received \$500 million dollars for the project from the 2005 Transportation Partnership Package, which brings the total identified funds to \$1.25 billion. These available funds will pay for all environmental work, initial design, some right-of-way purchases, and partial construction costs. Although the project has a significant amount of its necessary funding, additional resources are needed to complete design, right-of-way purchases, and construction.

WSDOT will look to secure the remaining funds from regional and federal sources. In the Puget Sound region, a vote for regional funding is currently being evaluated. WSDOT also hopes to work with the federal government on potential funding.

Funding Source	Amount
2003 State Nickel Package	\$52 million
2005 State Transportation Partnership Package	\$500 million
2005 Federal Funding	\$1 million
Future Electronic Tolls (estimated)	\$700 million
Total Identified	\$1.25 billion
Remaining Balance	\$0.45-1.85 billion*

*Includes 6-lane design options cost

For More Information:

Project Web site:

www.wsdot.wa.gov/projects/SR520Bridge

Phone: (206) 781-3922

E-mail: SR520Bridge@wsdot.wa.gov



**Washington State
Department of Transportation**

ADA Information:

Individuals requiring reasonable accommodation of any type may contact Paul Krueger, Environmental Manager, WSDOT at (206) 381-6432. Persons who are deaf or hard of hearing may call WA State Telecommunications Relay Service (TTY) at 711.

Title VI:

WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For language interpretation services, please contact Paul Krueger, Environmental Manager, WSDOT at (206) 381-6432. For information on WSDOT's Title VI Program, please contact the Title VI Coordinator at (360) 705-7098.